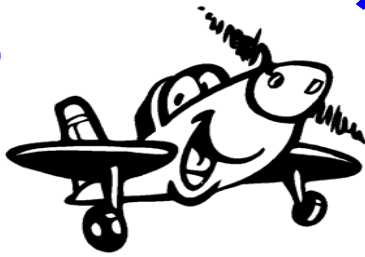


# Tale Winds



June 2014 Chapter 187 E-Newsletter Dan Badwey, Editor

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I just finished my BFR (Bi-Annual flight Review). It is hard to believe that I have been flying 8 1/2 years, 9 different models of aircraft and a little over 500 hours. Fearful stage changes to satisfying stage via experiences and challenges, and to adventurous stage with more experiences. It's addictive!

My RV-12 had some issues on the right brake after the annual, so I flew Pilot's Choice Archer for my BFR. The problem was that I had not flown an Archer for a year and a half and had to relearn the control, especially my eyes to find instruments after I got so used to the RV-12 Skyview digital panel.

"I could have done this very easily in my RV-12! It was the same frustration I experienced when I had my transition training to light sport aircraft from Cherokee. Change from 6 pack to digital was hard enough for my eyes to get used to, and seeing the tape measure looking compass and not round like it should be was logically understandable in my brain but confused my automaticity of getting information and understand it instantly. I thought, "I could handle this if I were flying in an Archer." I had bonded with Piper Archer then and felt very comfortable with 90 degree crosswinds to high density altitudes. No matter what, I was determined to have smooth landings every single time.

Language, music and flying have something common for maintenance to be efficient in handling them, as is so with many other skills. It is a scary thought when you don't fly something for a year and a half and you can't remember what's where like alternate static source, emergency vacuum etc. It was, however, a wonderful feeling when it all came back to my hands and eyes! I will keep walking, swimming, flying, speaking the languages, and playing the piano, organ and violin so I can maintain my skills—but that's a lot!

I have bad news. EAA HQ changed our Ford Tri-Motor tour to after November 8th. It was our idea to prolong flying season into November and we specified our date in early February to coincide with Air Fest on November 8. We have already reserved a hangar, free of charge at GTU, but EAA took the idea of flying a longer season and changed the tour schedules in Texas to later in November. I informed them "no" if it is not on November 8th. Curtis Benkendorfer, GTU acting manager was very understanding. We will try it again for next year's Air Fest. We will do our Young eagles in the morning of November 8 at Air Fest. We will have our Hangar Hop #2 on Saturday July 19 at 10:00 a.m. at Cross Country Estates East of GTU. Randall Rossi, our new member, invited us to his hangar with multiple aircraft. His address is 6 Alberto Dumont Cove, Georgetown 78626. It is located on the 2nd taxiway from the North end of the field. If you want to fly in the airport identifier is 07TS, and their CTAF is 122.9. Lunch will be served. The new Japanese aviation word is "hiko-jo" meaning airport and pronounced "hikoh-joh"! "Hiko" means fly and "jo" means place. Remember hiko-ki, flying machine?

Happy independence Day! Freedom to fly!!

Haruko Reese, EAA Chapter 187 President.



# AirVenture 2014

July 28 —August 3

AirVenture will be the subject of the July 8 meeting, so if you plan to go it's a meeting you'll want to attend, especially if you plan to fly in. Arrival and departure procedures at Oshkosh will be explained. If you don't plan to go to the big show, come to the meeting nevertheless because Air Venture is interesting in itself.

## The picnic



About 25 members and friends of members enjoyed this year's picnic held adjacent to the GTU terminal. May 17. Good weather, good food and good fellowship prevailed.

In preparation, the following members were involved: Yours truly, FiDot Formichev, and Jack Bell set up and put away the tables; Rob Reese furnished all the food and drink; Barry Gould brought the cooker; William Bennett and Seth Hancock cooked. Rob and William hung up the banner .

Before going to the picnic area most members gathered at John Nunn's hangar for a look at and description of his Skybolt project.







**Delta**



**Airplane**

**Some of many the Burnet CAF wing's aircraft**

**AT-6**



**Arrow**

**C-47 "Bluebonnet Belle"**



**T-28**



# Falcon Flight update

Falcon Flight has been busy during May. We traveled to Temple for the Central Texas Airshow, 2-4 May, where we performed with a 9-ship formation on Saturday and Sunday. Performing in the show were: 1-Stu McCurdy (Falcon), 2-Scott Card (Scoot), 3-Winn Harris (Dallas), 4-Ron Walker (Shorts), 5-Jeff Jackson (Shiner), 6-Roy Geer (Jarhead), 7-Pat Tuckey (Glider), 8-Steve Richmond (Lizard), and 9-Steve Grace (Amazin). Winds were light on Saturday and we conducted a really smooth show for the sizable group of spectators, but Sunday the winds were gusting to 25 knots and we had to work at staying in position. Following our 9-ship performance, two of our members, Pat Tuckey and Steve Richmond, both flying RV-8s, performed a 2-ship formation aerobatic routine. On both Saturday and Sunday, Falcon Flight performed a 4-ship Missing Man flyover to close the show.

The following week, 9-10 May, eight Falcon Flight members rendezvoused at Corsicana for their annual airshow. The 8-ship performers were 1-Stu McCurdy (Falcon), 2-Rusty Williams (Rooster), 3-Tanya Card (Cookie) performing in her first airshow with the team, 4-Ron Walker (Shorts), 5-Steve Grace (Amazin), 6-Roy Geer (Jarhead), 7-Pat Tuckey (Glider), 8-Steve Richmond (Lizard). Winds for the show were down the runway at 18 knots for takeoff, but at 200-300 feet they were a direct cross toward the spectators at about 25 knots, making it challenging to keep the flight routine pattern the appropriate distance from the showline. Glider and Lizard again performed their 2-ship formation aerobatic routine.

Then on 16-17 May the team traveled to Hondo to perform in their first airshow in many years. the 8-ship team members were 1-Roy Geer (Jarhead), 2-Bill Gunn (Gunnbody), 3-Jim Averett (Flagman), 4-Ron Walker (Shorts), 5-Jeff Jackson (Shiner), 6-Steve Grace (Amazin), 7-Pat Tuckey (Glider), and 8-Steve Richmond (Lizard). Once again, Glider and Lizard performed their 2-ship aerobatic routine.

You can see all the pictures from Falcon Flight in the Photos tab on <http://www.falconflight.aero/Photos.html>

Next month Falcon Flight will be performing at Rusk County Airport, near Henderson on 7 June and at the Snyder Airport on 21 June.

## Formations performed at the Bluebonnet Air Show (Burnet)

Photography by Kelly Walker, wife of Falcon Flight member Ron Walker.



Diamond



# Two RV 12's in progress



Dick Gossen's RV-12 is unique among others in that the power plant is a 110 HP Honda engine, which came out of a Honda Fit vehicle. The engine has few miles on it and was purchased from a regulated marketer.

Here's Dick's project as it exists now. A special engine cowling had to be made. The wings and empennage are complete so a first flight this year is possible this year.



Deene Ogden's RV-12 is well under way. As is the case with Gossen's project, the wings and empennage are finished. The fuselage is nearing completion. A 110 HP Rotax has been installed and the canopy and panel have been completed. In it is a 10" Dynon Skyview EFIS that performs the same functions as an Aspen Evolution (1) and has a moving map (2) and engine monitor (3). Another first flyer this year?



**The latest event:** On May 24 only 6 eligible kids, were taken for their first flights. The pilots were David Nelson, Cowden Ward, James Crawford, Bob Elliott and Keith Uhls.

Editor's note: *Future YE events promise to be well attended because one of the Pastors of my church has access to many boys and girls whose ages qualify them for their first no-charge airplane rides. The Pastor's name is Bill Shryer and his phone number will be given to Gary and Stan so that event dates can be given to him.*

**The next event:** An email from Jimmy Cox tells of the upcoming Young Eagles flights. "I may have as many as 20 kids for Young Eagles flights Thursday, July 3 during the day. We hope to use Austin Executive. Is anyone available to help? Also, does anyone have enough forms on hand?"

# 2014 Llano STOL Roundup by Pete Christensen

On the weekend of April 11-13 I attended the Texas STOL Roundup in Llano. I camped out and I drank beer and ate great BBQ. There were probably a hundred or so planes there.



**Shown below are the first, second and third place flyers.**



## Light Sport

1st - Scott Warren - 272 [94/178] feet. Carbon Cub SS 180hp **N531WA**

2nd - Brandt Vermillion - 423 [171/252] feet RANS S-7S **N99HW**

3rd - Tracy Salmi - 443 [221/222] feet RANS S-6 **N51149**  
(She is from Shirley Williams)

2nd - Sean Mickler - 498 [196/302] feet Cub Crafters CCK-1865 **N230CC**

3rd - Joe Waltrey - 643 [318/325] feet



## Experimental Bush/Alternate

1st - Jeff Mickler - 409 [139/270] feet Cub Crafters CCK-1865 **N230CC**

2nd - Sean Mickler - 498 [196/302] feet Cub Crafters CCK-1865 **N230CC**

3rd - Joe Waltrey - 643 [318/325] feet



## Bush

1st - Eddie Abraham - 299 [143/156] feet Husky A1-C-180 **N57HY**

2nd - Chip Ferguson - 343 [159/184] feet Husky A1-B-200

3rd - Brian Center - 378 [180/198] feet **N9776D** Piper PA-18A-150





### Light Touring

1st - Ross McCrea - 345 [142/203] feet MAUL MX 7 235  
**N11ZA**

2nd - David Isham - 424 [222/202] feet Maule MXT-7-180A

3rd Kyle Hopf 440 [238/202]feet Maule M-7-235C **N6447M**



### Heavy Touring

1st - Wayne Massey - 443 [195/248] feet BEARHAWK  
**N303AP**

2nd - John Jones - 470 [218/252] feet

3rd - Scott Perdue - 797 [347/450] feet

As many of you know, I go to a lot of fly-ins. What I notice is that there are usually only a couple of other chapter members. I encourage those of you who have access to airplanes to get together and invite others in the chapter to attend these events



Pete 's plane and campsite

# For sale



You can buy this 3-book set from EAA for \$89.99...**but wait**, Jerry Stofer is offering his set to chapter members for half price...\$45.00, plus shipping, if applicable. The books were written by Ch. 187 founder Tony Bingelis. Contact Jerry at [hawkeystof@yahoo.com](mailto:hawkeystof@yahoo.com).

## RV-7(A) Quick-Build Wings

Deal L. Eiland has RV-7(A) wings he removed from a plane he purchased for the engine and instruments. The wings are quick build and are completely finished including control surfaces (not painted). The wings have capacitive fuel sending units and the Aircraft Extras low fuel warning system. He has removed the fuel tank access plates to check for SB on the fuel pickup tubes so those covers will need to be reinstalled. If someone is interested please email him at [deiland77@eranch.us](mailto:deiland77@eranch.us). This email address is being protected from spambots. You need JavaScript enabled to view it. . The wings are located just north of Dallas/Ft Worth.

### Chapter Officers

President: Anthony Plattsmier  
Vice President: Mark Petrowsky  
Secretary: William Bennett  
Treasurer: Haruko Reese

Young Eagles Coordinator:

Stan Jensen

EAA Flight Advisor:

Deene Ogden

EAA Tech Counselors:

Deene Ogden

Will Chorley

Seth Hancock

Darrell Reiley

### Special Committees

Building Committee:

Barry Gould, Chairman

Tim Willis

### Chapter Contacts

Address : TBD

Telephone: 512 814-7181

### Website & E-Mail

[www.eaa187.org](http://www.eaa187.org)

[info@eaa187.org](mailto:info@eaa187.org)

### Newsletter

Dan Badwey: Submissions due last Thursday of each month. Send to [jdbadwey@aol.com](mailto:jdbadwey@aol.com)

### Meetings

General membership: Wells Branch Library, 2nd Thursday each month.

Business meeting: TBD (4th Saturday of each month proposed)

### Board Contacts

[President@eaa187.org](mailto:President@eaa187.org)

[Secretary@eaa187.org](mailto:Secretary@eaa187.org)

[Treasurer@eaa187.org](mailto:Treasurer@eaa187.org)